

Publication-National Ocean Service-U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 49.

Coast Pilot 5 30th Ed 2003 Corrections

Page 111-Paragraphs 2325-2326, read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03)

Page 111-Paragraph 2338, line 3; read:

and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel

embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03)

Page 241-Paragraph 278, lines 5-9; read:

of Clearwater Memorial Causeway. In July 2003, the controlling depths were 8.0 feet to the fixed highway bridge, thence 3.4 feet (7.2 feet at midchannel) to the Intracoastal Waterway, and 6.5 feet (6.9 feet at midchannel) in the side channel to the turning basin with 6.4 to 7.1 feet in the basin. The channels are ...

(CL 1400/03)

Page 364-Paragraph 460, lines 5-6; read:

the Intracoastal Waterway. In July 2003, the controlling depth was 9.0 feet (10.3 feet at midchannel) to the Monsanto basin. It ...

(CL 1391/03; CO 030/00)

Page 404-Paragraph 410, lines 2-3; read:

leads S and 0.5 mile and joins the Colorado River. In July 2003, the controlling depth in the channel was 6.4 feet (9.0 feet at midchannel).

(CL 1391/03; CO 030/00)

Page 404-Paragraph 413, lines 5-6; read:

July 2003, the channel had a controlling depth of 1.2 feet (7.4 feet at midchannel). The Gulf entrance to the flood discharge ...

(CL 1391/03; CO 030/00)